

## TECHNICAL SPECIFICATIONS

**Engine** twin cylinder, 4-stroke, V 90°

**Displacement** 948.8 cc

**Bore and stroke** 88 x 78

**Max output** 67 HP at 6700 rpm

**Max torque** 7.7 kgm at 5200 rpm

**Fuel delivery** two carburetors Ø 30, with air filtering and inlet silencer

**Ignition** current distributor

**Starting** electric

**Clutch** dry with double disc

**Compression ratio** 9.2 to 1

**Timing** C.H.V.

**Lubrication** by pressure pump

**Transmission** primary by gears,

secondary by cardan shaft with

push-drive in the wheel

**Gearbox** 5-speed



**Frame** duplex cradle, disassemblable

**Suspensions** front, Moto Guzzi telescopic air fork with pressure equalizer; rear, swinging fork with adjustable hydraulic dampers

**Instrument panel** speedometer, rev-counter, voltmeter, quartz clock on panel complete with warning lights

**Electrical system** 2 V - Alternator 14 V - 20 A - Battery 24 Ah

**Brakes** twin front disc, single rear disc with

integral Braking System device

**Wheels** light alloy casting; rims: front 16" - rear 18"

**Tyres** front 110/90 H 16 or 110/90 V 16

rear 120/90 H 18 or 120/90 V 18

**Fuel tank capacity** 26 lts approx (6,7 gal)

**Fuel consumption** 5.8 lts x 100 kms, CUNA Standards (127 g/l)

**Maximum speed** 200 kms/h approx (124 mph)

**Dry weight** 220 kgs (485 lbs)



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It is recommended to use original fittings from MOTO GUZZI, which are tested in the factory and supplied as optional accessories.

The illustrations and descriptions given in this leaflet are intended as a general guide only, and must not be taken as binding. The company, therefore, reserves the right to make at any moment and without notice any changes it thinks necessary to improve the motorcycle or to meet any requirements of manufacturing or commercial nature.

  
MOTO GUZZI





## NEW GUZZI 1000 SP II: REMARKABLE DETAILS FOR AN OUTSTANDING MACHINE



### THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING. THE RESULT OF **MOTO GUZZI** PERSISTING RESEARCHES IN THE SAFETY FIELD, WITH A LIGHT PRESSURE ON THE PEDAL THE FLUID MOVES SIMULTANEOUSLY AND COMPENSATES THE FRONT AND THE REAR DISC, WHICH ARE BALANCED TO AVOID SEIZING THE WHEELS. THE LEVER ON THE HANDLEBAR MOVES INDEPENDENTLY THE SECOND DISC-BRAKE ON THE FRONT WHEEL.



The SP fairing was designed in the famous factory wind tunnel, not just to be aerodynamically correct for the machine, but to be correct for the machine with rider mounted. This design concept offers the rider not only protection from the weather and outstanding streamlining but with integral front spoilers the machine's front end is held more firmly on the road at high speeds. This safer fairing combined with **MOTO GUZZI** unique integral brake system helps to make this machine the world's safest, most beautiful and exciting motorcycle.

  
**MOTO GUZZI** An Italian dimension the world admires



**COMPREHENSIVE INSTRUMENT PANEL**  
CONTAINING: REV. COUNTER, SPEEDOMETER WITH TRIPMETER,  
VOLTMETER AND QUARTZ CLOCK.  
SIX WARNING LIGHTS ENSURE COMPLETE RIDER CONTROL.  
NEW DESIGN SWITCH ASSEMBLIES.





SMOKE-COLOURED  
SCREEN COMPLYING  
WITH SAFETY STANDARDS

A SYSTEM FOR PURIFYING THE OIL  
BY USE OF A GAUZE FILTER  
PLUS A CARTRIDGE FILTER

FULLY INTEGRATED  
REAR TAIL LAMP

LIGHT ALLOY GRAB RAIL  
WITH RUBBER HAND-GRIP

SEAT COMFORT ASSURED WITH  
VARIABLE LAYERED FOAM PADDING

INCORPORATING A FORK  
BRACE AND GREATER  
FORK TRAVEL

MOTO GUZZI

1000 SP  
11

HIGH OUTPUT ALTERNATOR DRIVEN DIRECTLY  
BY THE CRANK-SHAFT

FINAL SHAFT DRIVE WITH  
CUSH-DRIVE IN  
THE REAR WHEEL

16" FRONT WHEEL  
WITH 110/90 TYRE

18" REAR WHEEL  
WITH 120/90 TYRE

LIGHT ALLOY CAST WHEELS  
(SAFETY RIMS)

SPECIAL LIGHT ALLOY CYLINDERS  
WITH SPECIAL PATENTED COATING  
BY MOTO GUZZI

FRONT AND REAR  
SUSPENSIONS WITH  
OIL/AIR DAMPERS

NEW SILENCERS PROVIDING NOISE  
CONTROL SYSTEM, COMBINED WITH EXPANSION  
VOLUMES AND RESONANT CHAMBERS

